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CLASSIFICATION ~~SECRET~~/CONTROL-US OFFICIALS ONLY 25X1A
CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]
INFORMATION REPORT CD NO.

COUNTRY USSR (Sverdlovsk Oblast) DATE DISTR. 11 Jan. 1950
SUBJECT Kaganovich Tank and Railroad Car Plant No. 183 NO. OF PAGES 3
in Nizhni Tagil - Vagonka
PLACE 25X1A
ACQUIRED [REDACTED] *Return to CIA Library* NO. OF ENCLS. 1 @
(LISTED BELOW)
DATE OF INFO [REDACTED] SUPPLEMENT TO
25X1X REPORT NO.

1. Location: The railroad car and tank plant, with its dwelling houses and settlements, makes up the town of VAGONKA, about four miles east of NIZHNI TAGIL (59°58'E.57°56'N), Sverdlovsk Oblast. The industrial installations are in the northern part of this suburb.
2. Plant installations: According to Soviets, the plant was constructed in 1941. Ten workshops burned down in the Spring of 1943 and were reconstructed six months later. The plant was considerably enlarged in 1946, when dismantled German machinery arrived. [REDACTED] about 70 25X1X percent of the machinery was German, including some machines which were delivered to the Soviet Union before the war. The plant area was built up very densely and covered an area of about 3x2 miles, not including the settlements. It was surrounded by a five-foot wooden fence. The iron-structure workshops all had windows, and some had sky lights. 25X1X [REDACTED] was not able to recall all the details of the extensive plant layout, with its large number of halls, workshops, and auxiliary buildings. He said that the so-called "Large Hall" was the most important workshop. For details, see No 1, 2, and 5 of Annex. The suburb of VAGONKA had its own power plant, which supplied the plant and the town with electricity and hot water. The hot water was carried to the individual plant departments and to the town by double pipelines. For plant layout, see Annex.

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- 2 -

3. Work force: Fifty thousand to sixty thousand working in three shifts; 30 to 40 percent women.
4. Production: Until 1946, the plant produced various types of tanks, and thereafter railroad cars. [REDACTED] the plant continued only some development work on tanks.
5. Plant installations: The plant covered an area of about 6,000 x 3,000 feet. [REDACTED] the following departments:

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Department 140: precision lathe shop
 Department 170: Drilling and lathe shop
 Department 180: Manufacture of tank wheels and attaching rubber layers
 Department 320: Assembly of railroad cars
 Department 340: Electric welding shop; administrative office and kitchen on the top floor
 Department 380: Manufacture of railroad car undercarriages
 Department 390: Steam hammer shop and axle forge
 Department 550: Foundry and hardening shop, with four open-hearth furnaces
 Department 563: Molding shop, foundry, and car wheel polishing shop
 Department 590: Foundry
 Department 630: Spring plant
 Department 640: Sheet press-cutting shop

6. Work force: Estimated 20,000 to 25,000, mainly forced laborers.
7. Production: Railroad cars; 60-ton cars especially fitted for transporting tanks. 25X1X
8. Plant installations: [REDACTED] remembered the following plant departments:

Department 507: Foundry
 Department 550: Foundry
 Department 563: Mechanical department
 Department 630: hammer plant and pressing shop.

25X1A Comment:

a. The important railroad car and tank plant is known from other records, according to which the plant produced in 1947 about 200 railroad cars per day and 250 medium tanks and 50 heavy tanks per month. [REDACTED] the plant has produced only railroad cars since 1946 and continued only the development of tanks, but this is doubted.

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b. The plant is about four miles east of the main railroad station and marshaling yard of NIZHNI TAGIL. The first [REDACTED] a good sketch of the plant location and other industrial installations in the vicinity. The name "VAGONKA" was reported by other sources.

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c. It is interesting that the plant was continually enlarged and that dismantled German machinery was installed in 1946. It is evident that [REDACTED] only the most important of a total of about 70 buildings and workshops. Additional and later information is required for a clear picture of the large plant, but complete details will hardly be obtained from reports of PWs. Available information on the type of construction of the plant buildings is very poor. The big assembly hall in the middle of the western section of the plant is probably the most vulnerable point.

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- d. According to other information, there was a work force of [REDACTED]

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- 3 -

about four thousand in 1947. Due to continual expansion, an increase to fifty thousand or sixty thousand is possible, but it has not been confirmed.

1 Annex: Kaganovich Tank and RR Car Plant No 183 in
NIZHNI TAGIL-VAGONKA

Legend to Annex:

- A Railroad car and tank plant
- 1 "Big Hall", 3,000 x 300 feet
 - 2 Main administration building, nine stories against the northwest wall of No 1
 - 3 Annex (unidentified use)
 - 4 Press cutting shop, 900 x 300 x 45 feet, equipped with four big cutting machines
 - 5 Test station for tanks, closely guarded
 - 6 Tunnel, beneath the large hall
 - 7 Sawmill
 - 8 Workshop (unidentified use)
 - 9 Large garages
 - 10 Main entrance and tank monument
 - 11 Foundry and forge
 - 12 Workshop, with two large steam-hammers in the northeast part
 - 13 Workshop, about 600 x 450 feet, manufacture of single parts for agricultural machines
 - 14 Workshops (unidentified use)
 - 15 Large workshop, with four brick smokestacks
 - 16 Iron scrap dump
 - 17 Coal dump
 - 18 Power plant, 700 x 360 feet, nine-story building, six iron smokestacks, with a slanting elevator at the northern side.
 - 19 Transformer Station
- B Chemical plant
- C Rubber factory, with three workshops
- D Sawmill.

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